

REMARKS/ARGUMENTS

Favorable reconsideration of this application in light of the following discussion and in view of the present amendment is respectfully requested.

Claims 1 and 7 have been amended to further recite that the elevator car is caused to travel, while operating in the initial operation mode, at the low speed during movement of the car from the floor writing start position, which position is now defined as being adjacent an end of the range of movement of the car. Basis for this is found in the sentence bridging pages 10-11 and the description beginning at line 3 of page 12. For example, after reaching the floor writing start position in Fig. 4, the car is moved upward at the low speed in the initial operation mode toward the top floor position.

New dependent Claims 15-16 further recite that the low speed is equal to or lower than a permissible collision speed with a buffer that receives the car in a lower portion within a hoistway. Basis for this is also found in the sentence bridging pages 10-11.

Applicant had previously pointed out that Farrar does not disclose operating an elevator car at a low speed during an initial operation mode. Claims 1-4, 6-10, and 12-14 have therefore been newly rejected under 35 U.S.C. § 103(a) as unpatentable over U.S. patent publication 2002/0175651 (Keneko et al) in view of Angst and U.S. patent 6,357,553 (Vialonga). According to the Office Action, paragraphs [0045]-[0046] of Keneko et al disclose operating a car at a slower speed during an initial setting mode of operation. It is respectfully submitted, however, that the amended claims define over this prior art.

Keneko et al discloses an apparatus which controls the position of an elevator car with reference to the movement of the elevator car and a motor rotor, from an initial position x_0 , according to equations (1) and (3). In order to set the initial position x_0 in the embodiment of Fig. 8:

[A]fter the power is turned on, a mobile body slowly travels to an end of the traveling range. After the initial absolute position information is

obtained, the value x_0 stored in a mobile body position estimator 6 is initialized by initial position setting means 705. After that, in order to measure the position of a fixed point, a *revolution is made at a speed that does not race the drive means*. When position information which corresponds to the absolute position of each fixed point is obtained, settings of initial position information is completed. For example, when a mobile body is an elevator car or a counter weight, an initial position setting operation starts either at the top or bottom of an elevator shaft. (Paragraph [0046]; emphasis added).

That is, the elevator car in Keneko et al “slowly travels [at a low speed] to an end of the traveling range” at the bottom (or top) of the traveling range, i.e., a position corresponding to the claimed floor write start position. However, once the car reaches the end of the traveling range, it no longer travels “slowly” during the initial position setting operation. Instead, its speed is only constrained such that the drive means (motor) does not “race.” This only implies a speed that does not exceed the normal rated motor speed. Thus, Keneko et al does not disclose the presently claimed feature of operating a car at a slower speed during movement of the car *from* the floor writing start position during an initial setting mode of operation.

Applicant had previously argued that Angst also fails to disclose operating a car at a speed slower during an initial setting, and this has not been traversed in the Office Action. Accordingly, there appears to be no dispute that Angst cannot overcome this shortcoming of Keneko et al.

Vialonga was cited to teach moving the car to a floor write starting position. However, it does not teach causing the car to travel, while operating in an initial operation mode, at a low speed during movement of the car from a floor writing start position, and so Vialonga also fails to overcome this shortcoming of Keneko et al.

Dependent Claims 5 and 11 were rejected under 35 U.S.C. § 103(a) as unpatentable over Keneko et al in view of Angst and Vialonga, and further in view of Mueller which was cited to teach the shortened buffer feature of these claims. However, it does not teach

causing the car to travel, while operating in an initial operation mode, at a low speed during movement of the car from a floor writing start position, and so fails to overcome this shortcoming of the prior art applied against Claims 1 and 7.

Applicant therefore believes that the present application is in a condition for allowance and respectfully solicits an early notice of allowability.

Respectfully submitted,

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